SCIP Allocation Loan #2

APPLICATION FOR FINANCIAL ASSISTANC
Revised 4/99 CB03J

IMPORTANT: Please consult the "Instructions for Completing the Project Applica completion of this form.

SUBDIVISION: City of Loveland **CODE#** 061-45108

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9/16/2005

CONTACT: Chad Ingle, City Engineer **PHONE #** (513) 683-0150, ext 6114

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 583-3040 **E-MAIL** Cingle@Lovelandoh.com

PROJECT NAME: Historic Downtown Loveland Four-Inch Water Line Replacement Project

SUBDIVISION TYPE
(Check Only 1)
__1. County
√ 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
__1. Grant $
√ 2. Loan $ 522,800
__3. Loan Assistance $

PROJECT TYPE
(Check Largest Component)
__1. Road
__2. Bridge/Culvert
√ 3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $522,800 **FUNDING REQUESTED:** $522,800 (0% loan)

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$**_____ **LOAN ASSISTANCE:$_____
SCIP LOAN: $522,800 **RATE:** 0 **% TERM:** 20 **yrs.**
RLP LOAN: $_____ **RATE:**_____**% TERM:** _____**yrs.**

(Check Only 1)
X State Capital Improvement Program
__Local Transportation Improvements Program
__Small Government Program

OFFICE OF NEW BURLINGTO
COUNTY ENGINEER
2005 SEP 16 PM 2:32

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: __/__/__
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: __/__/__
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

					FORCE ACCOUNT DOLLARS
1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	$575,000.00	TOTAL DOLLARS		
a.)	Basic Engineering Services:		$	52,200.00	
	Preliminary Design	$ 5,000.00			
	Final Design	$ 45,000. 00			
	Bidding	$ 2,200. 00			
	Construction Phase	N/A			
	Additional Engineering Services *Identify services and costs below.			N/A	
b.)	Acquisition Expenses: Land and/or Right-of-Way			N/A	
c.)	Construction Costs:		$	437,800.00	
d.)	Equipment Purchased Directly:			N/A	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)			N/A	
f.)	Construction Contingencies:		$	85,000.00	
g.)	TOTAL ESTIMATED COSTS:		$	575,000.00	

*List Additional Engineering Services here:
Service: N/A Cost: N/A

1.2 PROJECT FINANCIAL RESOURCES: $ 522,800 (excludes engineering costs)
(Round to Nearest Dollar and Percent)

			DOLLARS	%
a.)	Local In-Kind Contributions	$	.00	
b.)	Local Revenues	$	.00	
c.)	Other Public Revenues	$	.00	
	ODOT	$	.00	
	Rural Development	$	.00	
	OEPA	$	.00	
	OWDA	$	.00	
	CDBG	$	.00	
	OTHER _____	$	.00	
	SUBTOTAL LOCAL RESOURCES:	$	.00	
d.)	OPWC Funds			
	1. Grant	$	.00	
	2. Loan	$	522,800	100%
	3. Loan Assistance	$	.00	
	SUBTOTAL OPWC RESOURCES:	$	522,800	
e.)	TOTAL FINANCIAL RESOURCES:	$	522,800	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

N/A

2.1 PROJECT NAME: Historic Downtown Loveland Four-Inch Water Line Replacement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

This project is located in the heart of downtown Loveland near the confluence of the Little Miami River and the O'Bannon Creek. Included with this application is a location map that identifies the project area. The project area is in one of Loveland's three commercial districts, and its oldest.

PROJECT ZIP CODE: 45140

B: PROJECT COMPONENTS:

The project includes excavating and removing existing 4-inch water lines. More specifically, the major project components include:

- Install 8-inch waterlines (2,385 linear feet)
- Install 3/4-inch copper service connections
- Install 4 new fire hydrants
- Restore and mill pavement surfaces.

Please see the attached engineer's estimate for further clarification of the project components.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The total project length is approximately 2,385 linear feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT Year: Projected ADT: Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $ 17.45/month for water, $37.55/month for wastewater Proposed Rate: $

Proposed service level will provide the required fire flow while maintaining the minimum residual pressure of 20 psi.

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life:** 30 years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 522,800.00 (100%)
TOTAL PORTION OF PROJECT NEW/EXPANSION	$_____.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	04/ 01 / 2006	06 / 31 / 2006
4.2	**Bid Advertisement and Award:**	07 / 01 / 2006	08 / 15 / 2006
4.3	**Construction:**	09 / 01 / 2006	12 / 31 / 2006
4.4	**Right-of-Way/Land Acquisition:**	N/A	

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Fred Enderle
	TITLE	City Manager
	STREET	120 West Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683-0150
	FAX	(513) 583-3040
	E-MAIL	Fenderle@Lovelandoh.com
5.2	CHIEF FINANCIAL OFFICER	William Taphorn
	TITLE	Director of Finance
	STREET	120 West Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683-0150
	FAX	(513) 583-3040
	E-MAIL	Btaphorn@Lovelandoh.com
5.3	PROJECT MANAGER	Chad Ingle
	TITLE	City Engineer
	STREET	120 West Loveland Avenue
	CITY/ZIP	Loveland, Ohio 45140
	PHONE	(513) 683-0150
	FAX	(513) 583-3040
	E-MAIL	CIngle@Lovelandoh.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[√] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[√] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[√] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[To be submitted by Nov. 1st] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[√] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Certifying Representative (Frederick E. Enderle, City Manager)

9/16/05

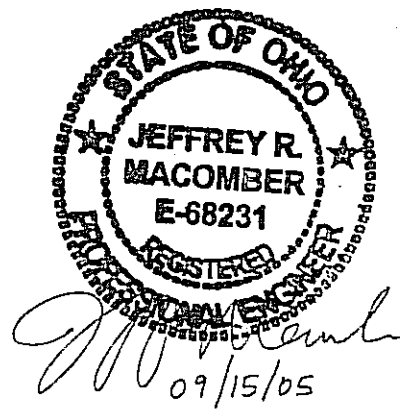
Signature/Date Signed

Historic Downtown Loveland Waterline Replacement
Railroad Avenue, Karl Brown Way, and Third Street
Engineer's Opinion of Probable Cost
City of Loveland, Ohio

Description	Estimated Quantities	Unit	Unit Cost	Total Cost
Pavement Removal over trenches	1,300	SY	$7.50	$9,800.00
Tree Removal on Third St.	8	EA	$500.00	$4,000.00
Remove Sidewalk, Curb & Gutter on Third St.	670	LF	$6.00	$4,100.00
8-inch Ductile Iron Class 53 Pipe including excavation, backfill, & compaction	2,385	LF	$63.00	$150,300.00
12"x8" Tapping Sleeve and 8" Resilient Seated Gate Valve	2	EA	$6,500.00	$13,000.00
8" Tapping Sleeve and 8" Resilient Seated Gate Valve	4	EA	$4,000.00	$16,000.00
8" Resilient Seated Gate Valve	1	EA	$900.00	$900.00
New Fire Hydrant Assembly	4	EA	$3,000.00	$12,000.00
Remove Fire Hydrant Assembly	4	EA	$500.00	$2,000.00
Reconnect Fire Hydrant Assembly	1	EA	$300.00	$300.00
Concrete Thrustblocking	10	CY	$150.00	$1,500.00
3/4" Copper Service Connection Piping	1,350	LF	$31.00	$41,900.00
Residential Curb/Roadway Valve Box	54	EA	$150.00	$8,100.00
1.5" Roadway Pavement Milling on Karl Brown Way, Third St., Harrison Ave.	6,600	SY	$4.00	$26,400.00
1.5" Asphalt Overlay on Karl Brown Way, Third St., Harrison Ave., Railroad Ave.	7,900	SY	$10.00	$79,000.00
S.R. 48 Pavement Restoration	40	LF	$125.00	$5,000.00
New 30" Concrete Sidewalk on Third St.	670	LF	$10.00	$6,700.00
Curb & Gutter Replacement on Third St.	670	LF	$13.50	$9,100.00
Fine Grading and Seeding	1,470	SY	$2.50	$3,700.00
Pipeline Cleaning and Disinfection	1	LS	$2,500.00	$2,500.00
Hydrostatic Pressure & Fire Flow Testing	1	LS	$2,500.00	$2,500.00
Contract General Conditions	1	LS	$5,000.00	$5,000.00
Mobilization	1	LS	$8,000.00	$8,000.00
Maintain Traffic	1	LS	$12,000.00	$12,000.00
Utility Coordination	1	LS	$10,000.00	$10,000.00
Demobilization	1	LS	$2,000.00	$2,000.00
As Built Construction Drawings	1	LS	$2,000.00	$2,000.00
Contingency	1	LS	$75,000.00	$85,000.00
			Opinion of Probable Cost:	**$522,800.00**

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THE PROJECT IS 30 YEARS.

Jeff Macomber, P.E.
Engineer
Camp Dresser & McKee Inc.



The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

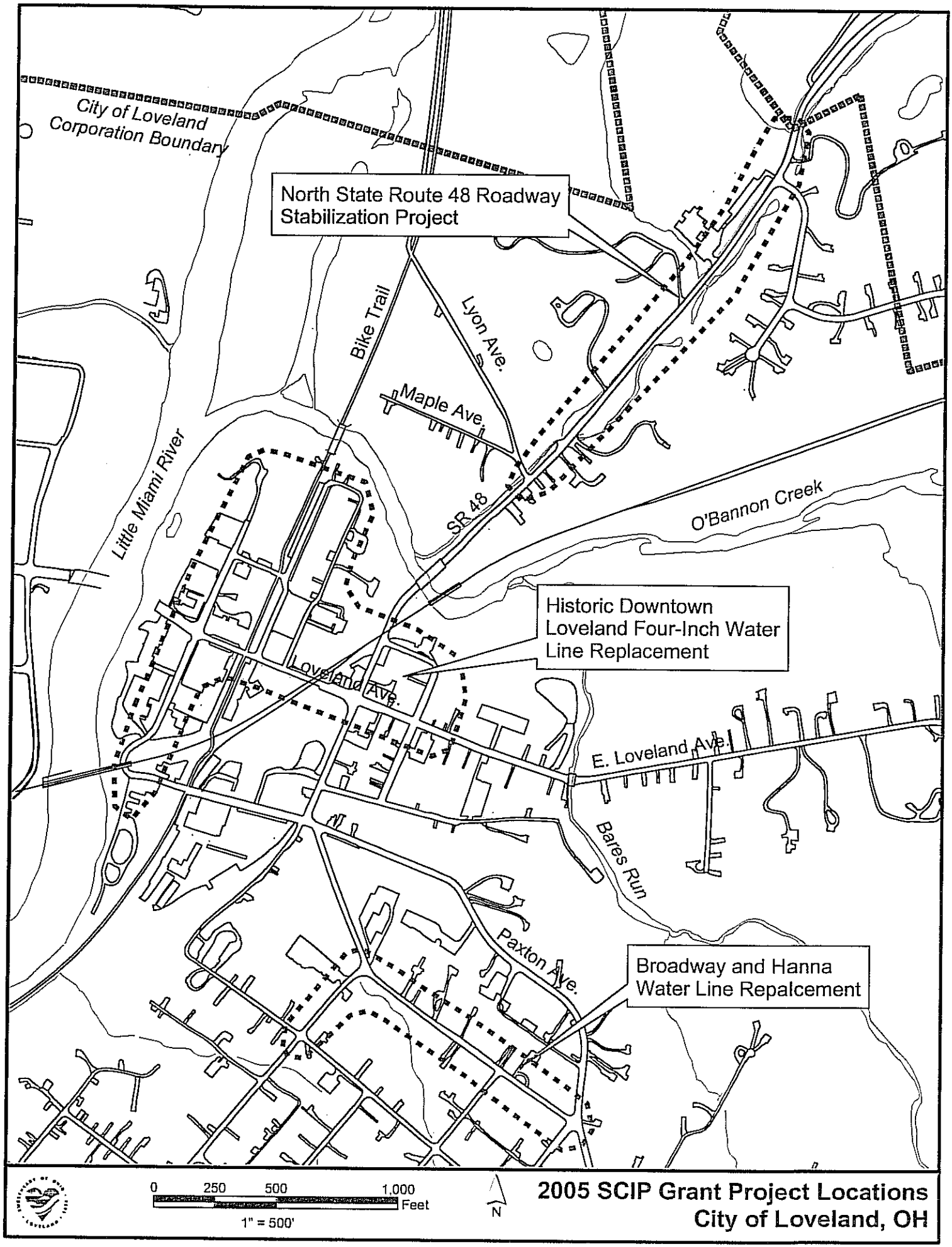
FROM: **Wm. R. Taphorn, Director of Finance**
Please contact me if there are questions or comments (683-0150, ext. 213 – phone mail is open 24/7)

RE: **Certification of Funds, Round 20 SCIP Application**

DATE: **9-13-05**

The City of Loveland will have available revenue to repay the zero percent (0%) loan requested in the Round 20 SCIP application process for the Historic Downtown Loveland Four-Inch Water Line Replacement Project.

Bill Taphorn


City of Loveland
Corporation Boundary
North State Route 48 Roadway
Stabilization Project
Bike Trail
Lyon Ave.
Maple Ave.
SR 48
Little Miami River
O'Bannon Creek
Historic Downtown
Loveland Four-Inch Water
Line Replacement
Loveland Ave.
E. Loveland Ave.
Bares Run
Paxton Ave.
Broadway and Hanna
Water Line Repalcement
0 250 500 1,000
Feet
1" = 500'
N
2005 SCIP Grant Project Locations
City of Loveland, OH

The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

TO: Tom Carroll, Assistant City Manager

FROM: Larry Moreland, Public Works Superintendent

RE: Round 20 SCIP Application Condition Analysis

DATE: September 15, 2005

The four-inch water lines on Hanna Avenue and Broadway and in portions of downtown Loveland are approximately 85 years old.[1] These water lines are at the end of their useful life and are in need of replacement as soon as feasible. In addition, these water lines are fitted with lead joints and have become a considerable maintenance burden in recent years because of their age and poor condition.

Several of the fire hydrants are the very outdated and obsolete "bourbon" style hydrants which are not functional and need to be replaced to ensure fire protection. This is particularly important in these older sections of Loveland because the homes and businesses served by these hydrants are wooden structures that lack the fire prevention safeguards that newer buildings have. Replacing these lines will improve flows, health, and safety, and the hydrants need to be replaced as soon as possible.

Conclusion

The condition of the public waterlines in the Hanna Avenue and Broadway area and in portions of downtown Loveland is very poor and needs to be improved as soon as possible.

Gary Moreland

[1] The City of Loveland City Hall burned down in 1973; most city records were destroyed in this fire and more definitive documentation as to the age of these streets, sewer and water lines is not available.

The City of Loveland

120 W. Loveland Avenue
Loveland, Ohio 45140

September 14, 2005

To Whom It May Concern:

I hereby certify that the attached is true and accurate copy of Ordinance 2005 – 60, which was approved by Loveland City Council on September 13, 2005.

Linda J. Cox, Clerk of Council
City of Loveland, Ohio

RESOLUTION 2005 - 60

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR STATE CAPITAL IMPROVEMENT PROGRAM 2006 FUNDS AND EXECUTION OF PROJECT AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION

WHEREAS, in order to be eligible for State Capital Improvement Program (S.C.I.P.) 2006 funds through the State of Ohio in conjunction with the Ohio Public Works Commission, it is necessary to file an application requesting said funds.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Loveland, Hamilton, Clermont and Warren Counties, Ohio;

Section 1. That the City Manager be and he is hereby authorized and directed to file an application for 2006 S.C.I.P. funds to the District Public Works Integrating Committee.

Section 2. That the City Manager is also authorized and directed to execute a project agreement with the Ohio Public Works Commission with respect to the utilization of such funds.

Section 3. This Resolution shall take effect from and after its passage.

Joseph Schneider
Mayor Pro Tem

Linda J. Cox
Clerk of Council

Approved as to Form:

City Solicitor

Passed: 9/13/05

Otto J. Huber
Fire Chief
Wm. T. Turner, II
Assistant Chief
Wm. Goldfeder
Battalion Chief
Andrew Knapp
Battalion Chief

we can't spell
s ccess without

WWW.LSFD.ORG

Fire Headquarters
513-583-3001
Fax 513-583-3012

Communications
513-677-7000

September 15, 2003

Tom Carroll, Assistant City Manager
City of Loveland
120 West Loveland Avenue
Loveland, Ohio 45140

Re: Concern about Water Supply in Historic District

Dear Tom:

I am writing to express my support for the City's SCIP application for the replacement of water mains and fire hydrants. I think the project is an important public safety and public health improvement, and needs to be undertaken as soon as is practical.

The water mains in this area of Loveland are 4 inch in diameter when installed. Due to their age we are finding that in most areas they have been reduced to 2 inch because of corrosion. A four inch water main on its best day could not provide adequate water supply to fight a structure fire in the smallest Loveland home. The hydrants that exist on these mains are of the old Bourbon® style. These hydrants do not have steamer caps commonly known as 5 inch connections. Therefore we are unable to connect our large diameter hose. Without large diameter hose we are not able to supply our apparatus with the required fire flow.

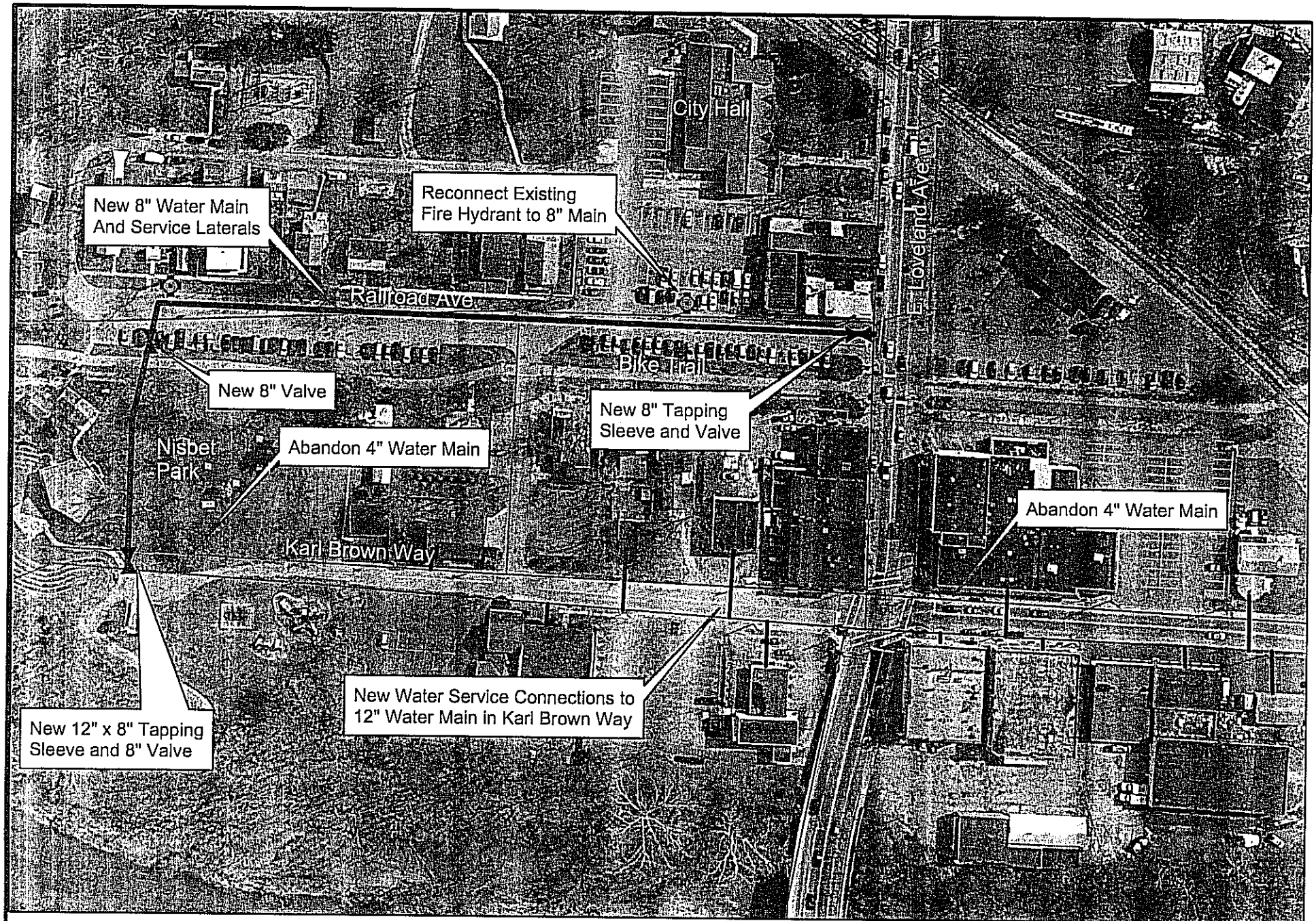
We would ask that the City of Loveland work towards the replacement of these hydrants at the earliest possible date.

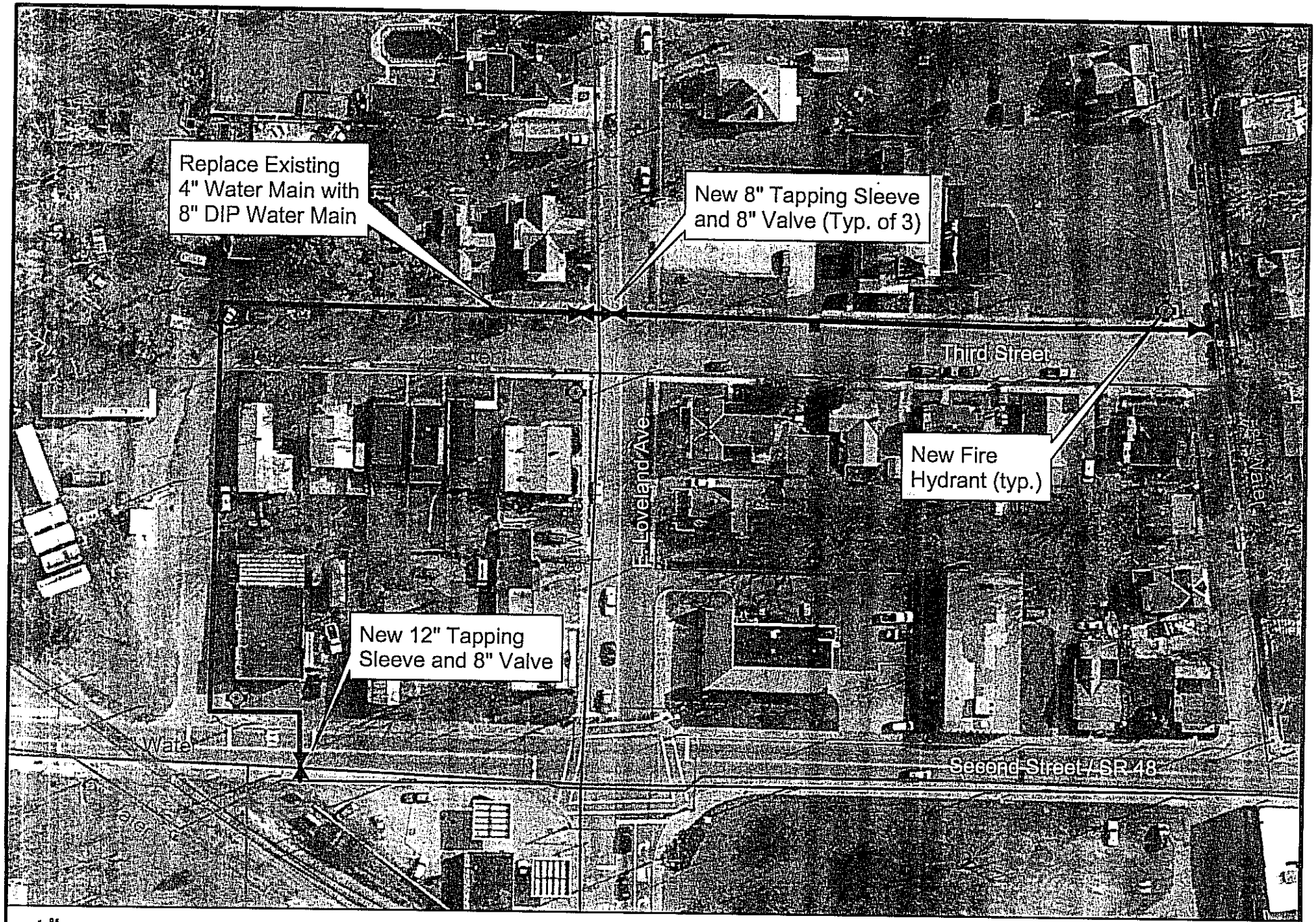
Thank you for your consideration of these concerns. Please call me with any questions or comments.

Sincerely,

LOVELAND-SYMMES FIRE DEPT.

Otto J. Huber, Fire Chief


City Hall
New 8" Water Main
And Service Laterals
Reconnect Existing
Fire Hydrant to 8" Main
E Loveland Ave
Railroad Ave
Bike Trail
New 8" Valve
New 8" Tapping
Sleeve and Valve
Nisbet
Park
Abandon 4" Water Main
Abandon 4" Water Main
Karl Brown Way
New Water Service Connections to
12" Water Main in Karl Brown Way
New 12" x 8" Tapping
Sleeve and 8" Valve
0
62.5
125
250
Feet
Scale: 1" = 125'
CDM
Historic Downtown Loveland Watermain Replacement
City of Loveland, OH



CDM

0 40 80 160 Feet

Scale: 1" = 80'

Historic Downtown Loveland Watermain Replacement
City of Loveland, OH

ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? ___X__YES _____NO (ANSWER REQUIRED)
Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing road surface, storm drainage and water infrastructure in this neighborhood are in very poor condition, as described more specifically below:

Water Lines

Downtown Loveland's most historic area is served by four-inch (4") water lines that are 80-85 years old. The worst line in the project area is along Railroad Avenue, which has required three (3) repairs in the last three years, making it the worst section of water line in a commercial district inside the City of Loveland. The project includes water line replacements with new eight-inch (8") ductile iron water lines on Railroad Avenue and Third Street. Another section of four-inch (4") water line will be abandoned in place, and customers currently served by it will be connected to an existing, parallel twelve-inch (12") line on Karl Brown Way. Existing fire hydrants that no longer operate properly will be replaced.

The existing, obsolete "bourbon" style hydrants no longer operate properly and spare parts cannot be obtained to repair them. Newer hydrants meeting today's standards will improve fire protection in this neighborhood with older, wooden-framed houses.

Roads

Portions of Railroad Avenue, Third Street, and Karl Brown Way will need to be repaved after the waterline replacement is completed.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area? Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The four-inch (4") water line does not provide adequate fire flow protection for the neighborhood (see attached letter from Loveland-Symmes Fire Chief Otto Huber). The number of fire hydrants is

not sufficient to handle major fires. The older homes in this area are located close together and made primarily of wood, making the need for additional water capacity even more important because fire can spread rapidly from structure to structure. The safety of the residents in this area will be greatly improved by the replacement of this water line and fire hydrants. In the case of a major fire in this neighborhood, the safety of scores of daily visitors to the Little Miami Scenic Bike Trail that cuts through the project area is of critical importance.

3) How important is the project to the health of the Public and the citizens of the District and/or service area? Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

As stated in the attached letter from Larry Moreland, the City's Public Works Superintendent, these water pipes are fitted with old-type lead joints, which pose a health risk for the residents in this area (see attached information on health risks associated with lead in drinking water from the U.S. Environmental Protection Agency). According to the EPA, drinking water contributes 10% to 20% of lead exposure to children in the United States, which is proven to cause brain, kidney and nervous system damage. The new lines will eliminate this potential concern for those residents served by these water lines and beyond.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction? The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1	North State Route 48 Roadway Stabilization Project
Priority 2	Broadway and Hanna Four-Inch Water Line Replacement Project
Priority 3	Historic Downtown Loveland Four-Inch Water Line Replacement Project

5) To what extent will the user fee funded agency be participating in the funding of the project? (example: rates for water or sewer, frontage assessments, etc.).

Water fees will pay for the waterline and road resurfacing portion of the project and stormwater fees may be used (if needed) to pay for minor drainage improvements.

6) Economic Growth – How will the completed project enhance economic growth. Give a statement of the projects effect on the economic growth of the service area (be specific).

Yes. The downtown area is limited in terms of growth and development until the undersized four-inch water lines are replaced with new eight-inch lines.

7) Matching Funds - LOCAL
The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER
The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the

Hamilton County Engineer's Office. List below all "other" funding the source(s).

Not applicable. The City is pursuing a zero percent (0%) loan for this project.

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district? Describe how the proposed project will alleviate serious capacity problems (be specific).**

Yes. The demands on the existing four-inch water line has significantly increased since they were installed more than four score years ago. Because of these additional demands and the potential for growth and redevelopment in this area of downtown Loveland, upsizing the water main to an eight-inch will alleviate the capacity problems for both the residents and businesses as well as for fire safety.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

N/A

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) **If SCIP/LTIP funds were granted, when would the construction contract be awarded? If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.**

Number of months 9 months (including design). Loveland has been able to award contracts for previous SCIP projects in accordance with OPWC project guidelines and timeframes. If funded, the City will commence design in the first half of 2006 and be in a position to award the contract and undertake construction in the second half of 2006.

a.) Are preliminary plans or engineering completed? Yes _____ No ___√___ N/A _____

b.) Are detailed construction plans completed? Yes _____ No ___√___ N/A _____

c.) Are all utility coordination's completed? Yes _____ No ___√___ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A ___√___

If no, how many parcels needed for project? N/A **Of these, how many are: Takes** _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

The project is feasible within the existing right of way. Any temporary construction easements that may prove necessary once the project is designed will be obtained prior to contractor mobilization.

e.) Give an estimate of time needed to complete any item above not yet completed. 4 months

11) Does the infrastructure have regional impact? Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

N/A

12) What is the overall economic health of the jurisdiction? The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

The City of Loveland's economic health is rated a six (6).

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No ___√___ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project? For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT X 1.20 =

Water/Sewer: Homes 55 X 4.00 = 220 Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax ___X___

Infrastructure Levy _____ Specify type _____

Facility Users Fee ___X___ Specify type ___Facilities User Fees___

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax ___X___ Specify type ___Impact Fee___

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: City of Loveland

NAME OF PROJECT: Historic Downtown Loveland 4" WM

RATING TEAM: 5

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
(23) - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

AREA OF PAVEMENT RESTORATION BEYOND WATER MAIN WORK

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
(15) - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

EXST 4" MAIN ACTS AS 2" DUE TO AGE OF PIPE

Appeal Score _____

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Appeal Score _____

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
(15) -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

(10) – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score

_____

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

Appeal Score

_____

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

(10) – This project is a (loan) or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds (0) %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds _____%

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
(0) Less than 1%

List below each funding source and percentage

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
(6) Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SEE AS1 #11

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

(5) Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
(2) Minimal or No Impact

Appeal Score

_____

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
(6) Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
(2) 3,999 and under

Appeal Score _____

Criterion 14 - Users
The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

(5) Two or more of the above — $5 TRAF USERS FEE IMPACT FEE
3 - One of the above
0 - None of the above

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.